





## Entertainments.

**THEATRE ROYAL, CITY HALL.**

Under the Patronage of  
HIS EXCELLENCY THE GOVERNOR.

**Grand Classical Concert**

SIGNORINA BELINFANTE,

ASSISTED BY  
SEVERAL LEADING AMATEURS,

**MONDAY, 20th January,**

at 9.15 p.m.

Full Particulars will be published later.

SEATS can now be booked at Messrs.

KELLY & WAH, Ltd.

Dress Circle and Stalls, \$2.00.

Back Seats, \$1.00.

Hongkong, January 10, 1898.

**A MASONIC BALL**

Under the Auspices of the

DISTRICT GRAND LODGE OF

HONGKONG AND SOUTH CHINA

will be held at the

CITY HALL,

**MONDAY, 17th February, 1898.**

INTENDING SUBSCRIBERS will find

LISTS at

THE HONGKONG CLUB,

THE HONGKONG HOTEL,

THE VICTORIA HOTEL,

THE CAMPELL & MOORE,

MEARS CAMPBELL & MOORE,

FALCONER & CO.,

KELLY & WAH, Ltd.,

LANE, CRAWFORD & CO.,

A. S. WATSON & CO., Ltd.

Hongkong, January 10, 1898.

**Notices to Consignees.**

AUSTRIAN LLOYD'S STEAM

NAVIGATION COMPANY.

**NOTICE TO CONSIGNEES.**

FROM TRIESTE, VENICE, PORT

SAID, SUEZ, JEDDAH,

SWAKIM, MASSAWAH, HOEDDIA,

ADEN, BOMBAY,

COLOMBO, PENANG & SINGAPORE.

THE Steamship *Gladys* having arrived,

Consignees of Cargo are hereby

informed that their Goods are being landed

at their risk, into the Godowns at the

HONGKONG AND KOWLOON WHARF AND

GOVERNMENT CO., Ltd., whence delivery may

be obtained.

This Vessel brings on Cargo—

From CALCUTTA, ex *S. S. Agnia*, transhipped

at Colombo: From TRIESTE, ex

*Imperatore*, transhipped at Bombay:

From VENICE, ex *S. S. Carlotto*, transhipped

at Trieste.

Optional Cargo will go on to SHANGHAI unless

notice to the contrary be given before

NOON TO-MORROW.

No Claims will be admitted after the

Goods have left the Godowns, and all Claims

must be sent to the Underwriter, at the

NOON of the 20th INSTANT, or they will

not be recognized.

No Fire Insurance has been effected, and

any Goods remaining in the Godowns after

the 20th INSTANT will be subject to rent.

Bills of Lading will be countersigned by

SANDER & CO.,

Agents.

Hongkong, January 13, 1898.

**COMPAGNIE DES MESSAGERIES**

**MARITIMES.**

**NOTICE TO CONSIGNEES.**

CONSIGNEES of Cargo from London

and Havre ex *S. S. Orizeta*, from

Bordeaux ex *S. S. de Dunkerque*

and *Fils de Lillo*, in connection with

the above Steamship, are hereby informed

that their Goods—both the exception of

Opium, Treasure and Valuables—are being

landed and stored at their risk into the

# PROSPECTUS

## OF

# OLIVERS FREEHOLD MINES, LIMITED.

Incorporated under the Ordinances of Hongkong 1865 to 1891, by which the liability of Shareholders is limited to the amount of their Shares.

General Managers - - - - - JOHN D. HUMPHREYS & SON.

**CAPITAL - - - - - \$800,000.**

DIVIDED INTO 15,000 "A" OR VENDORS' SHARES AND 45,000 "B" OR ORDINARY SHARES OF \$5 EACH

(Of which 13,750 "A" Shares and 5,000 "B" Shares have been allotted and 1,250 "A" Shares and 25,000 "B" Shares are now offered for Subscription.)

Terms of Subscription for "B" Shares

The balance at call in instalments. Two months' notice to be given in respect of each instalment called up.

Any person may apply for 1 "A" Share for every 20 "B" Shares applied for by him. The "A" Shares are payable \$1 on application and the balance \$4 on allotment.

Application for Shares accompanied by a deposit of \$1 per Share must be sent in to the HONGKONG AND SHANGHAI BANKING CORPORATION at its Head Office or at any of its branches on or before the 16th day of January, 1898.

For forms of application apply in Hongkong to JOHN D. HUMPHREYS & SON, General Managers, or to A. S. WATSON & CO., LIMITED, at Canton Poochow and Shanghai.

The Company was formed to acquire and has purchased the Olivers 100 Acre Freehold and the other properties adjacent thereto belonging to the Vendors with the Machinery, Stamps, &c. thereon for the price of \$50,000 which has been paid and satisfied by the allotment to the Vendors of 10,000 fully paid "A" or Vendors' Shares and has also purchased the Eureka Mine and the plant and machinery connected therewith situated on the Eastern boundary of the Olivers Freehold for the price of \$35,000 which as to \$10,000 has been paid and satisfied by the allotment to the Vendors of 2,000 fully paid "A" or Vendors' Shares and as to \$25,000 the balance is payable in cash.

All shares participate equally up to 25 per cent. per annum yearly dividend on the amount paid up on each share but all profits in excess are divided equally between the holders of "A" Shares and "B" Shares.

It is not contemplated at present to issue any more shares but should it become desirable to develop the property on a larger scale the General Managers will propose to the Shareholders that the balance of shares, viz. \$15,000 "B" Shares or such part thereof as may be thought advisable, be issued.

The following is the Report on the property made by Mr. J. D. HUMPHREYS:

I arrived in Sydney on Saturday, the 13th July last, where I met by appointment Mr. CHARLES WILLIAMS, a mining expert from Victoria. Mr. WILLIAMS has been personally known to me since 1854; I have absolute confidence in his integrity, skill and judgment. We left Sydney together on Tuesday, the 16th July, and arrived at Mount McDonald on the day following, and commenced our inspection the same afternoon.

The Freehold consists of 100 acres of auriferous land in the form of a direct square, each side of which measures 2087' 6", or 695 yards, 2 feet 6 inches.

The position is to the West of the Eureka Gold Mine, and extends at right angles from its own Eastern Boundary in a Westerly direction, across a creek or water course to the opposite range of hills, on the Northern slope of which the greater part of its area lies. The water course which runs through the Freehold divides two ranges of auriferous hills, and finally empties itself into the River Lachlan, about three miles to the South of the dam of the reservoir which supplies the battery belonging to the property, situated at Mount McDonald in the district of Caracore in the province of Bathurst, New South Wales.

The battery itself is to the West of the reservoir, and consequently on the Western side of the creek near the Southern boundary of the property, and its site was selected with excellent judgment, as quartz can be carted to it or rolled to it not only from all parts of the Freehold itself but from all the workings in the neighbourhood at little cost. The Machine house, moreover, being close to its water supply, involves no waste of power in feeding the boilers.

The water supply consists of a reservoir formed by a dam across the creek, and is fed by a watershed of considerable extent embraced by the surrounding hills, and I was informed by men who had been working on the ground for years that the supply never failed in the driest season, from which I inferred that the rainfall is supplemented by subsoil drainage and springs. For fuel there is abundance of good timber in the vicinity.

The Machinery we found to be of the best description and comprises a first class engine and two good boilers. There are 4 batteries of 5 head of stamps, capable of crushing about 20 tons a day in all, as well as 3 pans, shaking tables, and all necessary machinery for extracting from the ore the greatest amount of gold it will pay to take out.

The inspection of the rest of the Freehold was greatly facilitated by the whole of the scrub having been cut down before we arrived, so the estate was laid bare and could be viewed from a convenient spot on the hill from end to end.

A party of Tributaries, at work on the Freehold not far from the battery, was raising ore which yielded over 2 ozs. to the ton at each crushing. The men informed me that they discovered the reef on the surface in walking over the hill after rain, by observing gold in quartz at the bottom of a cart rut which had been washed clean by the water flowing through it.

The old workings are of the most primitive description having evidently been made by alluvial miners unaccustomed to quartz. The reefs were worked from the surface down without timbering, until it became dangerous to go deeper. None of these workings were any depth, and the numerous heavy finds of gold were all found near the surface. That much of the quartz must have been very rich is certain, for it is

said about 100 ozs. of gold a month were obtained by the owners of the battery at the time from recruiting and washing the tailings. One working not far from the battery yielded 10 ozs. of gold to the ton, and \$700 worth of gold was taken out of a hole a few feet deep just below the dam.

It is seen by examining the old workings which still exist that they were mined by men unaccustomed to cope with quartz mining difficulties. The work is of the crudest description and it is evident that as soon as water was reached in sufficient quantity to require machinery, or because the earth began to fall in or become dangerous through being untimbered, the mines were abandoned. This part of the district was, moreover, at the time infested by desperate bands of bushrangers who rendered residence there very undesirable. It was a long time before the Government was able to hunt them down, owing to the nature of the country.

Undoubtedly large deposits of gold, and probably exceptionally rich deposits, will be found when these reefs, which proved so good on the surface, are worked to a depth by quartz mining experts under honest and experienced management, backed by sufficient capital. The ground is already prospected; it is well known where the gold has been got near the surface, and it is only necessary to sink properly timbered shafts and get below these old workings and work up. Some of these shafts will require pumping gear.

As far as I know, it has never been heard of that quartz reefs rich in gold near the surface failed to yield good results at a greater depth. Such reefs have been profitably worked on Bendigo and other places to a depth of close on 3,000 feet, and are still at work after 40 years. Given sufficient capital economically administered or expended, as it would be in any other business expected to pay, I am of opinion that better results will be obtained from the working of Olivers Freehold Mines than are obtained by 99 out of 100 of the Gold Companies floated in London and elsewhere.

The Eureka Mine lies on the Eastern boundary of Olivers Freehold and consists of several Gold Mining Leases lying between the Queen Mine on the North and the Great Eastern Mine on the South. It will be seen by reference to the map that to the South of the Great Eastern Mine three lots lying on either side of the creek which runs through the Freehold and discharges itself into the Lachlan River have been secured this giving to the Company a magnificent water supply.

The new shaft of the Eureka has been sunk to a depth of 85 feet. The old workings before the miners were flooded out yielded to a depth of 140 feet not less than 1 oz. of Gold per ton with occasional better results. This is recorded in the Government Reports.

It is in this mine that the Company's operations will commence by deepening the new shaft by about 120 feet. This shaft has been properly timbered as far as it goes and is surrounded by poplar heads in the vicinity of which is a machine house with necessary winding and pumping gear for freeing the mine from water. All were in good order and fit to commence work when inspected.

The further sinking of the shaft is not through difficult ground and the cost of labour and properly timbering will be only about £5 per foot. When deepened sufficient tunnels will be driven to the North and South and the reef will be worked upwards which is the most economical plan.

The amount of water to be dealt with of course increases the cost of mining and renders it impossible for ordinary working miners to develop such properties on their own account but it is not disadvantageous for those having means in a country subject to drought.

One of the drawbacks to the development of mining in the district has been that there was no proper accommodation for miners of the better class with their wives and families, and it is proposed to build a few comfortable cottages to induce this class of men to settle on the property.

The operations of the Company will at first be limited to deepening the Eureka new shaft and driving tunnels through the reef. It is confidently anticipated that this mine being taken over in a working condition will pay expenses from an early date and within a short time win good results. A map of the mines is attached and also a map of New South Wales showing Railways and the direction of the reefs running through the property with the position marked of some of the principal mines.

Viz.—No. 1.—Ophir where Gold was first discovered in Australia.

No. 2.—Lacknow—The Wentworth Proprietary Company, £500,000 Capital.

No. 3.—Mount McDonald—Olivers Freehold Mines including Eureka.

No. 4.—Adelung—Gibraltar Gold Mining Company floated in London.

October 1895, Capital £300,000 fully subscribed.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong.

### Intimations.

**FURNITURE WAREHOUSE.**

**LI KWONG LOONG,**

Cabinet-maker and Art Decorator,

from SHANGHAI, has opened a

**FURNITURE STORE**

at No. 3, WYNDAHAM STREET.

The only Shop in Hongkong with this name.

When HIGH CLASS FURNITURE

every description can be made to order in

any design required.

Has been patronized by the Hongkong

Club, Hongkong Hotel, Messrs. A. S.

Watson & Co., Ltd., and other leading

Establishments in the Colony, to whom

reference may be made as to the Superior

Workmanship and Materials of the Fur-

niture, &c., supplied.

Messrs. A. S. Watson & Co. write as follows:—

"We have pleasure in stating that Mr.

LI KWONG LOONG furnished

the Annex to our Dispensary and

gave us every satisfaction."

(Sd.) "A. S. WATSON & CO., Ltd."

CHARGES MOST MODERATE.

AN INSPECTION INVITED.

Shanghai, April 13, 1895.

**NEW YEAR**

**Waterbury Watches.**

SERIES "L" or Lady's Size @ \$4.50 each.

Do "J" or Gent's do. @ \$4.50 do.

Do "E" or do. do. @ \$2.00 do.

Apply to

**THE MITSUI BUSHAN KAISHA,**

8, Queen's Road Central.

Hongkong, December 28, 1895.

**CHAN A-TONG,**

COAL MERCHANT

No. 5, ARKELL STREET, EAST.

Business Office: No. 21, Gilman Street.

### Insurances.

**THE MANCHESTER FIRE ASSUR.**

**ANCE COMPANY.**

(Established A.D. 1824).

**CAPITAL - - - - - \$2,000,000**

**TOTAL FUNDS AND SECURITIES - - - - - \$2,480,053**

**NET ANNUAL FIRE PREMIUMS - - - - - \$177,478**

HAVING been appointed AGENTS of

the above Company we are prepared

to accept EUROPEAN AND CHINESE RISKS

at Current Rates.

**HOLLIDAY, WISE & Co.,**

Agents.

Hongkong, January 1, 1896.

**UNION ASSURANCE SOCIETY.**

(Instituted in the Reign of Queen Anne

A.D. 1714).

**CAPITAL FULLY SUBSCRIBED, £450,000.**

**CASH PAID UP, £180,000.**

**TOTAL INVESTED FUNDS EXCEED £2,700,000.**

**TOTAL ANNUAL INCOME, £250,000.**

THE Undersigned, having been appointed

Agents of the above Society in Hong-

kong, are prepared to accept RISKS against

FIRE on the usual terms.

**HARRY WICKING,**

Prova. Clerk.

**NORTH BRITISH AND MERCANTILE**

**INSURANCE COMPANY.**

INCORPORATED IN ENGLAND, 1824.

**TOTAL FUNDS AT 31st DECEMBER, 1894,**

**\$11,011,018 3s. 6d.**

**Authorized Capital - - - - - \$3,000,000.00**

**Subscribed Capital - - - - - \$2,750,000.00**

**Paid-up Capital - - - - - \$2,687,900.00**

**Fire Fund - - - - - \$2,610,927.23**

**Revenue Fire Branch - - - - - \$1,649,886.17**

HAVING been appointed Agents of the

above Company we are prepared

to accept EUROPEAN AND CHINESE RISKS at

Current Rates.

**SHEWAN & Co.,**

Agents.

Hongkong, January 14, 1898.

### To-day's Advertisements.

**TO LET.**

**OFFICE and ROOM in BEACONSFIELD**

**ARCADE, Queen's Road.**

**OFFICES in MARINE HOUSE, Queen's**

**Road.**

**PRIORY LODGE, a Six-Roomed**

**Residence, 6, Bonham Road.**

**WEST VILLA, 31, Pokokim Road.**

**HOUSES in "BELLIOS TERRACE," Robin-**

**son Road.**

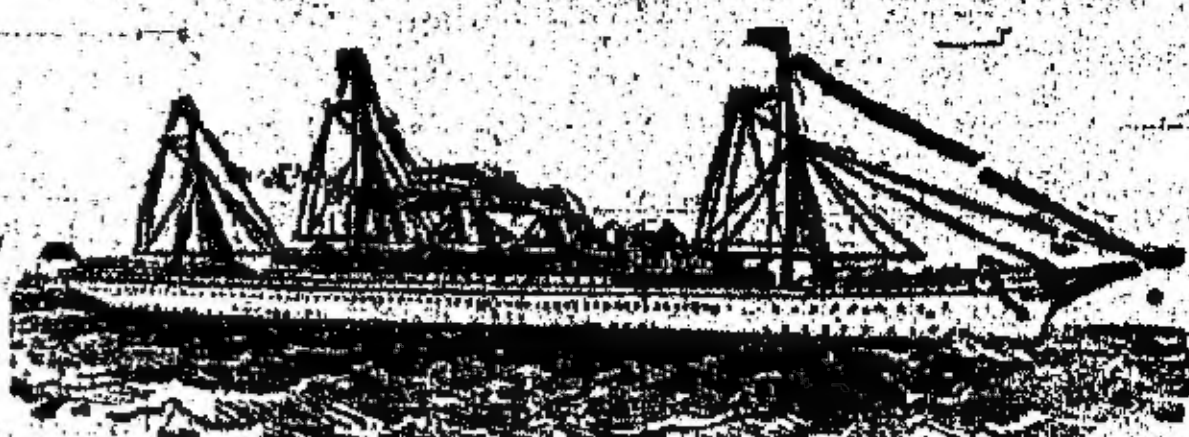






## Mails

**CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.**

1896.  1896.

**SAFETY—SPEED—PUNCTUALITY.**  
**THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,**  
**VIA CANADA AND THE UNITED STATES.**  
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA. B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

**PROPOSED SAILINGS FROM HONGKONG.**  
EMPRESS OF CHINA, A. Comdr. R. ASHFORD, R.N.R. .... WEDNESDAY, 22nd Jan/96.  
EMPRESS OF INDIA, A. Comdr. R. FORD, R.N.R. .... THURSDAY, 19th Feb/96.  
EMPRESS OF JAPAN, A. Comdr. Geo. A. LAW, R.N.R. .... WEDNESDAY, 13th Mch/96.

[THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and next day make the voyage KOKORAMA TO VANCOUVER (B.C.) in 12 DAYS, making easy connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and all months.

**SPECIAL Rates** (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.


**CIRCULAR PACIFIC TICKETS** Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits Good for 9 months \$100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

**THE FINEST OARS AND MODERN HOTELS** of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., Apply to  
D. E. BROWN, General Agent,  
Hongkong, December 26, 1895. FIELDS STREET. 243.

**U. S. Mail Line.**  
**PACIFIC MAIL STEAMSHIP COMPANY.**



AND

**HONOLULU.**

**PROPOSED SAILINGS FROM HONOLULU.**

*City of Peking* (Kobe, Nagasaki, Rangoon, Inland Sea and Yokohama)..... SATURDAY, Jan. 25, at noon.

*China* (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... SATURDAY, Feb. 8, at noon.

*Peru* (via Nagasaki, Kobe, Inland Sea and Yokohama)..... SATURDAY, Feb. 22, at noon.

**THE U. S. Mail Steamship CITY OF PEKING** will be despatched for NAGASAKI, KOBE, YOKOHAMA, SAN FRANCISCO, via YOKOHAMA, on SATURDAY, the 25th January, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 40c in addition to the regular rate.

Passenger's holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC,

**STEAM FOR**  
STRAITS, OCEYLAN, AUSTRALIA  
INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.  
*Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.*

**THE Steamship KAISARI-HIND**  
Capt. F. H. STYMOUR, carrying E. & M. Majesty's Mail, will be despatched for this port for HOMBAY, on THURSDAY, the 18th January, at Noon, taking Passengers and Cargo for the above Ports. (The Steamer connects at Bombay with the *THAMES*, which Vessel takes on to London.) Cargo for LONDON, via SUEZ CANAL, leaving that port on the 8th FEBRUARY 1896.)

Silk and Valuable, all Cargo for France and Teas for London (under arrangements) will be transhipped at Colombo into the steamer proceeding direct to Marseilles or London; other Cargo for London, etc., to be conveyed to Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

J. B. BAKER,  
Agent for Honolulu.

Other  
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rurg

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.


Cumular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Agents in Selected European ports, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,  
Agent.

Hongkong, January 6, 1898. 38

**RIGAUD'S KANANGA WATER**  
OF  
**JAPAN**  
(REGISTERED)



The most delightfully  
Soothing & Refreshing Water. A perfect skin  
dressing, relieves most  
acutle bites and imparts a delicate fragrance  
and feeling of comfort.

**RIGAUD'S CHOICEST NEW EXTRACTS**  
**RECOMMENDED**

KANANGA	GRACIOSA
LOUIS XV	IRIS BLANC
ASCARON	IRIS AMBRE
LUCRECIA	YLANGYLANG
LILAS DE PERSE	PEAU DESPAGNE
BOUQUET D'ELYSEE	WHITE VIOLETS
BOUQUET ROYAL	WHITE HELIOTROPE
ROSINA	LILY OF THE VALLEY

A complete assortment of every other Paris.

**RIGAUD & CO. PARFUMERS - PARIS.**

For Sale by A. S. WATSON & Co., Chemists

Acting Superintendent.  
P. & O. S. N. Co. S. Office,  
Hongkong, January 3, 1898

**NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.**

VIA INLAND SEA OF JAPAN.

The attention of Passengers is directed to the very cheap rates offered by Line to the PACIFIC COAST and to the TRADER and MAILERS ISSUED by the UNITED STATES AND CANADA and to EUROPE.

HONGKONG TO LONDON, \$400.  
Excellent accommodation. First of Table. Doctors and Stewards on board.

HONGKONG TO NEW YORK, \$350.  
The Railroad travelling second to none on the American Continent. Magnificent Rooming of the ROOMY and CARBIDE MOTOR CARS. The YELLOWSTONE NATIONAL PARKS. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, \$325.  
Rates of Passage to other Ports on application.

Special rates allowed to members of certain Services.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

Tacoma.....	2549	Thursday	Jan. 8
Victoria.....	3107	Tuesday	Feb. 1
Hankow.....	5894	Tuesday	Mar. 10
Hankow.....	2641	Tuesday	April.

THE Steamship TACOMA, Captain CHAWWELL, sailing at Noon, THURSDAY, the 3rd January, will proceed by VICTORIA, H.K. and TACOMA and SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and Pacific Coast Ports.

Consular Visas of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by steamer to the care of The Freight Agent Northern Pacific Railroad Tacoma, Wash.

Carrels may be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage Freight, apply to

DODWELL, GARLILL & Co., Agents.

Hongkong, January 3, 1898. 39

Printed and published by GEO. MUNN, BARR, at the China Mail Office, No. 7, PRAYA STREET, HONGKONG.